

Trails

Annual Trail Report - Fiscal Year 2006-07

Department of Parks, Recreation and Neighborhood Services



Edition: July 1, 2007



Identify

20.2% of projects have been identified in the City's Greenprint or trail database for future development.
24.93 miles



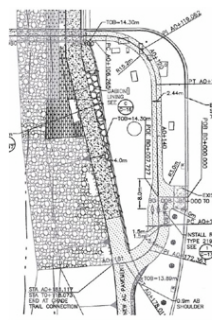
Study

8.3% of projects have been or are currently being studied to determine a feasibility alignment.
10.21 miles



Plan

28.9% of projects have been or are currently being master planned for future development.
35.76 miles



Design

9.2% of projects have been or are currently being designed, resulting in construction documents.
11.35 miles



Construct

1.0% of projects are under construction.
1.19 miles



Built/Open

32.4% of projects are constructed and open to the public.
39.83 miles

Note: This figure includes paved and unpaved trails, as well as those temporarily closed for rehabilitation.

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Trail Program Overview

The Trail Program is one of many programs overseen by the Department of Parks, Recreation & Neighborhood Services (PRNS) to provide recreational opportunities in San José.

In September 2000, the City Council adopted the Greenprint. The document serves as a 20-year strategic plan for development of parks, community facilities and trails and was developed in partnership with residents and community groups. The Trail Program's mission is to develop a 100-mile trail network comprised of 32 individual trail systems as defined by the Greenprint.

This is the fourth Annual Trail Report to update the community about on-going development effort. This year's report documents the significant progress made in managing inter-

agency relationships, obtaining grant funds, and development of the individual trail systems.

The number of projects and level of funding continues to grow. In 2006-07, there were 47 active projects supported by \$11,800,000 in funding. Staff also managed dozens of unfunded projects and coordinated the receipt of new federal grant money (\$11,800,000) for Trail Program development in future years.

Program Updates

Collaborative Action Plan

Several years ago, PRNS and the Santa Clara Valley Water District (SCVWD) initiated a Collaborative Action Plan (CAP) agreement to facilitate development of trail projects more rapidly along area waterways.

Agreements can be executed by the City Manager for development of *unpaved trails* (use of existing gravel maintenance roads with safety improvements and minimal enhancements) and *permanent trails* (paved surface with associated environmental improvements).

Progress was made during the past year to open unpaved trails along:

- Lower Guadalupe River (Gold Street to Highway 880)
- Guadalupe Creek (Almaden Exp. to Singletree Avenue)
- Thompson Creek (Tully Road to Aborn Road)
- Bay Trail (Alviso Marina to Alviso Slough)

An interim trail was opened along Guadalupe Creek in June with the installation of signage and fencing. Signage, gate modifications and call boxes along the Guadalupe River will be installed during the summer of 2007. Work along Thompson Creek should be underway by the fall. A review of existing maintenance access agreements along the proposed Bay Trail alignment is underway to determine the resources and scope of work necessary to pursue further development of an unpaved trail.

Announcement of the trail openings will be posted on the Trail Program web page.

The Project Updates section of this report highlights development work associated with paved trails.

Grant Funding

Staff utilizes a Council-approved prioritization process to rank projects when grant funding sources are available. This approach permits a strategic approach in building the trail network; gaps are completed, existing systems are expanded, and selected projects are most closely aligned to grant objectives. Over the past year, staff prepared four grants for design or construction of trails.

Project	Grant / Amount	Status
Coyote Creek (Story Rd. to Phelan Ave.)	MTC / \$1,050,000	Not awarded
Coyote Creek (Story Rd. to Phelan Ave.)	VTA-CDT / \$1,050,000	Not awarded
Coyote Creek (Story Rd. to Phelan Ave.)	State of California / \$830,000	Not awarded
Lower Guadalupe River (Gold St. to Hwy 880)	State of California / \$350,000	Pending

Several grant writing efforts proved unsuccessful. Staff has contacted the granting agencies to understand how future proposals can be structured in a more competitive manner.

Recycled Asphalt Study

With funding support from the Department of Environmental Services, a study has been conducted to determine the feasibility of using recycled asphalt concrete for future trail construction. Through the use of recycled materials, the Trail Program can support efforts to reduce the amount of construction materials sent to landfills, reduce the need for excavation and processing of new materials and help the City meet stringent State objectives to reduce waste. The study found the recycled material to be equivalent in functionality and viable for future trail construction. The study has been posted on the web page.

Trail Program Web Page

The program's web page became more user-friendly during the fiscal year. Some key enhancements included:

- Interactive map of the trail network
- Listing of upcoming public meetings
- Photos of existing trail systems
- Before/After images of recently developed trails

Trail maps are available for all open trails and include the distance of each reach, location of nearby on-street bike lanes, security call boxes, nearby retail and other helpful user information.

Visit the site at its new and easy to remember address:

www.sjparks.org/Trails

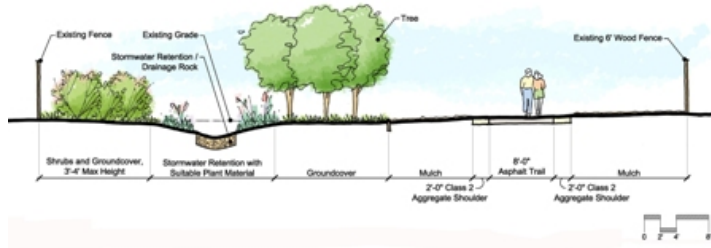
Trail Closure Brochure

A brochure was developed to educate developers, public agencies and private organizations about the process for formally closing a trail when adjacent construction work may present a public safety concern. The brochure outlines a multi-step process to create a closure plan, post detour signage, and secure approval. The brochure is posted on the web page and at the City's Information Center on the first floor of City Hall.

Project Updates

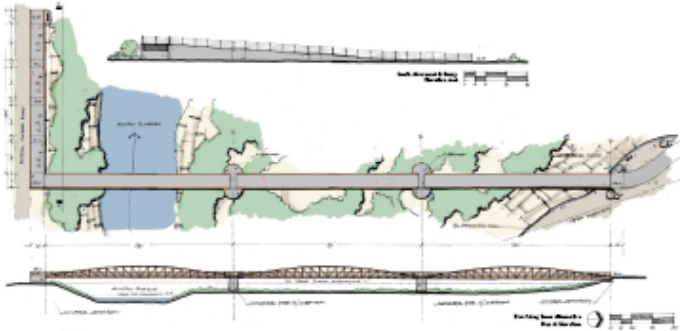
Albertson Parkway - Cresta Vista Drive to Curie Drive (0.7 miles)

A community meeting occurred on April 18 and staff gathered input to define a future landscaping trail-widening project. Construction documents are expected to be complete by July 15 and will define the resources necessary for future construction.



Bay Trail Reach 9B - Alviso Slough, near Gold St (400 ft)

A feasibility study was completed in fiscal year 2005-06. Additional funding was secured through a grant and the study was amended to document the engineering challenges with construction of a new pedestrian bridge across the Alviso Slough. Active rail traffic nearby makes the new bridge necessary in order to provide a continuous trail system between San Tomas Aquino Trail, Lower Guadalupe River Trail and the County's segment of the San Francisco Bay Trail. The amended study was completed and documents the geo-technical and topographical data necessary to support future design work.



Funding through an \$800,000 federal transportation bill (SAFETEA-LU) line item will pay for construction documents in fiscal year 2007-08 defining the bridge, connecting trails and under-crossings. The bridge's seating areas align with the supporting piers and were inspired by the Pont Neuf (literally, "new bridge" although it dates to the 16th century) in Paris, France. The seating areas will permit trail users to relax as they enjoy views of the slough and the Guadalupe River.

Bay Trail Reach 9 - Alviso Slough to San Tomas Aquino Creek (1.1 miles)

As noted by the Bay Trail Reach 9B description, staff defined a work plan that allocates a share of an \$800,000 earmark from a federal transportation bill (SAFETEA-LU) for preparation of construction documents. The planned trail will follow a maintenance road around the perimeter of a former landfill site which is envisioned as a future commercial development. Staff conducted a pre-project site visit with Caltrans on April 26. This was the first step in seeking authorization to make use of the federal funds. Staff anticipates awarding a consultant contract in the summer of 2007 for preparation of construction documents.



Coyote Creek (COY06 - 09) Hwy 101 to Story Road (3.5 miles)

Preparation of a master plan was underway in fiscal year 2005-06. The plan further documents the alignment that was defined in a Feasibility Study completed in 2004. That study resulted from extensive community outreach. The master plan will include the environmental documentation necessary so that development of construction documents can occur as funding becomes available. It is anticipated that funding from a \$4,000,000 earmark in a federal transportation bill (SAFETEA-LU) will support preparation of the documents in Fiscal Year 2007-08 and support partial construction in future years.



Coyote Creek (COY11) Story Road to Phelan Avenue (2.1 miles)

A small grant was secured in fiscal year 2004-05 and supported limited preparation of construction documents (to the 35% stage). This level of document development describes a project's specific alignment, grade changes and placement of all major infrastructure. Staff will continue to report on the project and seek City Council support for funding through City sources and grants to complete the construction documents at some future date.

The future trail will follow the east bank of the creek and offer access to picnic areas and parking that serve Kelley Park and Happy Hollow Zoo. Development of the surrounding Kelley Park Redevelopment and Expansion Project is anticipated to proceed during Fiscal Year 2007-08 and is funded by the City's 2000 Bond Measure for park development.

Coyote Creek (COY12 - 13) Phelan Avenue to Los Lagos Golf Course (2.8 miles)

Recent and significant increases in the cost of construction have impacted the scope of this trail project. The project's initial scope has been reduced and design work is underway for the reach from Tully Road to the golf course (current terminus of the Coyote Creek trail system). Staff will continue to report on the project and seek City Council support for funding through City sources and grants to design and construct the reach from Phelan Avenue to Tully Road in the future.

Coyote Creek (COY20B) Silver Creek Valley Road to Silicon Valley Boulevard (1.7 miles)

The Redevelopment Agency has developed 95% construction documents for a trail that will parallel the existing county system on the opposite bank of the creek. This additional trail development will permit a continuous route for residents and employees within the Edenvale area of San José. Funding for the project's construction has yet to be identified.

Coyote Alamitos Canal (COA01 - 04) Miracle Mountain Drive to Monterey Highway (10.8 miles)



A consultant contract was initiated in fiscal year 2006-07 to prepare an engineering report. The report seeks to associate costs for remedying a number of issues that would permit the project to be considered feasible. Soil stability, sensitive environmental habitat, private property owner-

ship and limited accessibility all make development challenging, if not infeasible. The canal is about 50 years old and flows through the Santa Teresa Foothills linking the Coyote Creek to the Los Alamitos Creek. The study should be completed by July 2007.

Five Wounds Trail (FIV05) Williams Street to Highway 280) 0.6 miles



The Santa Clara Valley Transportation Authority (VTA) purchased much of the former railway alignment for future development of BART within San José. Staff has been working with VTA staff to encourage the use of existing surface lands for recreational purposes once subway or at-grade rail

improvements have been constructed. Some lands beyond the planned transportation alignment have been purchased by private developers. The City conditioned a private housing developer to construct a wide pathway to serve as the first

reach of the Five Wounds Trail system. At this time, a discontinuous pathway has been constructed. It lays the groundwork for future extensions. The trail is named for the neighborhood for which it traverses.

Fowler Creek (FOW03) Mackin Woods Lane to Altia Avenue) 0.1 mile

This short reach of trail is under construction as part of the Fowler Creek Park project. A pedestrian bridge and trail were constructed during the fiscal year. The trail system links to the Evergreen community's shopping district and should be open to the public by mid-July.

Guadalupe Creek (GUC01) Almaden Exp. to Singletree Avenue (2.5 miles)

Installation of signage and fencing were completed in May. As an unpaved project, only minor improvements were installed to permit public access. The approved master plan defines a paved trail that links Quicksilver County Park to the Guadalupe River Trail via a proposed pedestrian bridge over Almaden Expressway. Staff will continue to report on the project and seek City Council support for funding through City sources and grants so that design and construction can occur at some future date.



Guadalupe River (GUA01 - 06) Gold Street/Alviso to Hwy 880 (6.0 miles)

Construction documents were developed to the 35% stage. Staff met with Caltrans on April 22 to obtain authorization for use of a \$6,400,000 earmark in the federal transportation bill (SAFETEA-LU) for trail construction. Staff anticipates commencing preparation of construction documents in fiscal year 2007-08.

An unpaved trail agreement was executed in fiscal year 2005/06.

Work orders for signage and gate modifications along the existing SCVWD maintenance road were approved by the SCVWD. The unpaved trail is expected to open to the public in the summer of 2007 from Gold Street to Trimble Road, and from Skyport Drive to Highway 880. The remaining reach, from Trimble Road to Skyport Drive will open once construction of the Highway 101 and Airport Parkway undercrossings are completed (anticipated in November 2007).



Guadalupe River (GUA06A) Airport Parkway Under-Crossing (800 feet)

An agreement with the SCVWD was executed in March 2006. The agreement permitted the City to transfer



\$1,789,500 (City's share of the project) to the SCVWD in order to construct the Highway 101 and Airport Parkway under-crossings under one contract. Development of the two under-crossings is a strategic objective for the Trail Program because they permit 6 miles of continuous trail access between Alviso and the existing Guadalupe River Park. Bids were received in March 2006 and exceeded the approved contribution limit. The City Council approved \$601,000 in additional funding on May 1 so that the project could proceed. Construction began on June 4 and completion is anticipated by December 30, 2007.

Guadalupe River (GUA09A) UPRR Interim Under-Crossing (0.02 miles)



had been made available in September 2005 for the grant opening of the park. The under-crossing provides a short-term solution until construction of new bridges over the river are developed.

Guadalupe River (GUA16) Hwy 280/Woz Way to Virginia Street (2.6 miles)



The Redevelopment Agency was successful in securing an easement from Union Pacific Railroad Company and constructing an interim and sheltered under-crossing for continuous access along the east bank of the river. Frequent visitors of the park may recall only temporary access recall only temporary access

In January 2007, the City Council directed the City Manager to negotiate and execute an agreement with the SCVWD to share the cost of conducting a geotechnical study. The study is necessary for the SCVWD to define its scope of work for flood control improvements in the area. The City's definition of a trail alignment within the same space is dependent upon the SCVWD's findings. The City anticipates proceeding with preparation of construction documents early in the new fiscal year.

Guadalupe River (GUA27A) Blossom River Drive Trail Head (50 ft)

Negotiations with the property owner for an easement were not successful. The City was seeking an easement to develop a short ramp and trail connection to improve access for a senior housing development. In May staff reviewed the Army Corps and SCVWD plans for flood control and determined that the adjacent trail will need to be raised to the same elevation as the adjacent roadway. Staff will coordinate with the SCVWD to ensure that the flood control project also includes a short transition between roadway and trail. Improvements should be constructed by the Army Corp and SCVWD within 2 years.



Highway 87 Bikeway (H8701) Willow Street to Narvarez Drive (2.8 miles)

Caltrans developed the bikeway as a mitigation for the loss of on-street bicycle access that occurred with construction Highway 87 about 10 years ago. Caltrans substantially repaired the bikeway during the year as part of the larger HOV and Surface Improvement Project for the freeway. In fiscal year 2007-08, staff will seek Council direction to execute an agreement with Caltrans to clearly define maintenance responsibilities.



Highway 237 Bikeway (H23702-03) Gold Street to North First Street (0.9 miles)

The SCVWD and Caltrans coordinated construction activities as a flood control improvement project and the highway-widening project occurred in close proximity. The bikeway was closed for a significant amount of time during fiscal year 2006-07. The trail is now open and improved.



Highway 237 Bikeway (H23705B) Zanker Road to Alviso-Milpitas Road (0.7 miles)



At the time of the highway's construction, Caltrans developed an interim facility along the north side to permit bike access between Milpitas and Zanker Road. Once construction was completed, a permanent bikeway was opened on the south side of the

highway. At that time, the interim facility should have been removed and/or gated. The bikeway however has remained in place and in continuous use over the years. The temporary facility has significantly deteriorated over the years because it was built with a short useful life in mind and no maintenance funds were programmed as the City did not see it as part of the Trail Network. The bikeway is neither referenced in the Greenprint nor by the the Bay Trail master plan. During fiscal year 2006-07, staff conducted a property survey and determined that the bikeway is almost entirely on City property. Through the year, staff coordinated with various City departments to determine the future of this facility. At this time, no plan has yet been defined. Staff will continue to report on the project and seek City Council support for funding through City sources and grants.

Los Gatos Creek (LGC01 - 02) Auzerais Avenue to Guadalupe River Park (0.5 miles)



Development of an Environmental Impact Report (EIR) continued through the year. The EIR studied environmental issues related to development of under-crossings at West San Carlos Street and West Santa Clara Street. These facilities would be required to provide a continuous trail system with no at-grade roadway crossings.

Design of the ultimate project is further complicated by the existence of the active railway serving downtown's Diridon Train Station, West San Carlos Street's bridge structure and uncertainty about future development plans in the area.

As the fiscal year concludes, staff is reviewing a hydrologic analysis of the potential impact of an under-crossing at Santa Clara Street.

Los Gatos Creek (LGC03) Lincoln Avenue to Auzerais Avenue (0.7 miles)

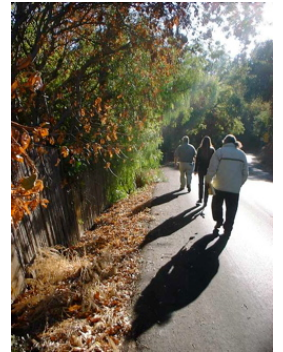


Work in riparian areas is typically limited by permit between June 1 to October 15. Due to the large scale of improvements associated with this trail extension, work was phased over two construction seasons. By October 2006, the under-crossing at Highway 280,

retaining walls and site grading had been completed. Construction work within the riparian zone resumed on June 1 and the trail should be open to the public by October 2007, if not sooner.

Penitencia Creek, Reach 1 (PEN12) Alum Rock Park to Noble Drive (0.7 miles)

The City Council adopted the project's master plan in October 2006. The plan defines an alignment that follows the roadway for the most part but offers views of the creek and defines pedestrian access. Greater access to the creek was limited by the various resource agencies that must support a project through issuance of construction permits. The Penitencia Creek is recognized as a highly sensitive environment and a proposal for a greater level of trail development would have likely resulted in permits not being issued. No funding is in place for construction of the project to proceed at this time. Staff will continue to report on the project and seek City Council support for funding through City sources and grants.



Penitencia Creek, Reach 2 (PEN10 - 11) Noble Avenue to Piedmont Avenue (0.5 miles)

Significant construction was completed in fiscal year 2005-06, with installation of two pedestrian bridges, gravel trails, irrigation and tree planting. Construction of a ramp leading to one bridge however could not be completed by October 2006

when construction permits expired. Work was not possible due to discrepancies in the plan's site elevations and actual field conditions. An additional contract was awarded in October 2006, construction commenced in June and the access ramp is now complete. Processing of a joint trail agreement with the SCVWD is underway to permit public access



from Piedmont Avenue. Access can currently be gained from Noble Avenue.

Penitencia Creek, Reach 6 (PEN02) King Road to Mabury Road (0.3 mile)



Construction documents have been completed for this short reach of trail. The project will result in a gravel-surfaced trail, special entry treatments at the roadway entryways and widening of a short segment of existing asphalt concrete paving. Future flood control

work in the area does not justify an investment of funds to design and build permanent improvements since the trail would likely assume a different alignment once that work is completed. Pending funding, construction is anticipated to commence in fiscal year 2007-08.

River Oaks Pathway Bridge (RIV02) Guadalupe River (0.1 mile)



The VTA, with partial funding from the City, led construction of the pedestrian bridge and associated paved trail. The bridge provides convenient access between the River Oaks light rail station along North First Street and the Rivermark Community in the City of Santa Clara. The

project was designed to accommodate future development of permanent trail improvements along the Lower Guadalupe River.

Lower Silver Creek/Barberry Lane Pathway (BAR - 02) Corda Drive to King Road (0.2 miles)

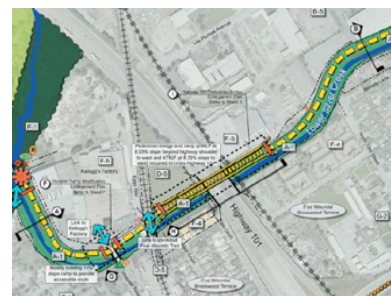


A study was conducted to define the source of a recurring odor issue in the waterway. The open channel links to the City's storm sewer from both ends and is nearly flat, thereby often resulting in the collection of stagnant water.

The study was completed in January 2007 and ruled out a number of potential sources. The study was not conclusive about possible contributing factors but offers value to the community as it seeks to define a future public improvement project. Staff reported the study findings to the Neighborhood Action Committee so that the community may consider the project as they develop a Top 10 list for future area improvements.

Lower Silver Creek (LSC01 - 17) Thompson Creek to Coyote Creek (6 miles)

Master planning is underway to define a trail alignment partially along the creek and the remainder beneath public utility lines. A community meeting was conducted and an on-line presentation and survey were offered to gather input. Environmental analysis is underway to determine the potential impact of trail construction so that suitable mitigation measures can be defined by the master plan. Although the majority of the system is in the planning stage, two reaches were already constructed during fiscal year 2006-07; see Dobern Bridge and Wenlock Drive.



Lower Silver Creek (SCL11A) Dobern Bridge and Trail (0.9 mile)

A pedestrian bridge, fencing and landscaping now occupy a once vacant public utility parcel. The bridge spans a portion of Lower Silver Creek that prevented area residents from accessing Capitol Park and a nearby elementary school. The project is recognized in the Lower Silver Creek Master Plan as part of that trail system and is already serving as a model for similar trail developments elsewhere in San José (see Albertson Parkway). Refer to the Trail Program web site for Before/After photographs documenting the project's aesthetic impact.



Lower Silver Creek-Wenlock Drive (SCL13) Story Road to Brenford Drive (0.3 mile)

Similar to the Dobern Bridge project, a paved trail, landscaping, fencing and furnishings have significantly improved a previously vacant public utility parcel. The project is recognized in the Lower Silver Creek Master Plan as part of that future trail system. Refer to the Trail Program Web Site for Before/After photographs documenting the project's aesthetic impact.



Thompson/Lower Silver Creek Trail (THO 01 - 04) Tully Road to Aborn Road (2.0 miles)



Work orders have been prepared for the signage, fencing and minor pavement improvements. The SCVWD is reviewing the documentation and is expected to issue permits during the fall of 2007.

A joint trail agreement has been drafted and is under review by both the City and SCVWD.

Installation of the improvements is expected to be completed during the summer of 2007.

Willow Glen Spur (WG01 - 14) Los Gatos Creek to Coyote Creek (2.9 miles)



Staff continues to work with the property owner to define the terms of purchase agreements for parcels along the former railway alignment. The current focus is for the reach between Los Gatos Creek and Highway 87.

The State of California (Department of Toxic Substance Control) is coordinating with the property owner to evaluate the condition of the soil and determine any necessary remediation. With the State's findings, the City will be able to more formally pursue negotiations as it will have a measure to ascertain costs with managing the properties.

Private developers have purchased or seek to purchase parcels along the alignment. The City is seeking with the owner and developer's cooperation to ensure that future developments reserve space for a continuous trail system whenever feasible.

Partners

Development of trails within San José can only occur through partnerships with agencies, community groups and hardworking individuals. Some of the Program's partners include:

- Santa Clara Valley Water District - Board of Directors
- Santa Clara Valley Water District - Staff
- City of San José (CSJ) City Council
- CSJ Department of Public Works
- CSJ Department of Transportation
- CSJ City Attorney's Office
- CSJ Redevelopment Agency
- CSJ Department of General Services
- CSJ Department of Environmental Services

- Santa Clara County Open Space Authority
- San Francisco Bay Ridge Trail/Coastal Conservancy
- San Francisco Bay Trail/ABAG
- State of California
- Federal Government
- Santa Clara Valley Transportation Authority
- County of Santa Clara
- Adopt-A-Trail Volunteers
- PRNS Park Managers
- Many residents, bike groups and trail advocates that encourage and support expansion of the trail network.

Contact Information

City of San José
Department of Parks, Recreation & Neighborhood Services
Yves Zsutty, Trail Program Manager
(408) 793-5561
email: yves.zsutty@sanjoseca.gov

Web Page
www.sjparks.org/trails

Maps

Maps are now available on the web site in a printable format. Find maps on the following subjects:

- The entire future trail network (all stages of development shown).
- The current trail network.
- Open trail systems showing points of entry, pavement conditions, nearby retail and other useful information.

Photo Credit: Yves Zsutty, City of San José
Web Site Credit: Jason Munkres, City of San José

